

Point Wells Transportation Corridor Study Workshop

Thursday, March 19, 2014

Segment B, Meeting #1: Understanding and prioritizing issues

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Comments and Suggestions

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1. Richmond Beach Drive - Segment A

Comments and Suggestions:

From Map

- Underground utilities
- If option doesn't have bike lane, include sharrows
- Prefer cycle track on west side
- I would like to see a sidewalk on the water of RBD
- Safe crossing to the park
- Sidewalks on both side from 196th to park

2. Richmond Beach Road - West Segment (20th Ave NW to 8th Ave NW)

Comments and Suggestions:

From Map

- Do school buses stop along RBR? Concern of slow traffic.
- Major fix on 20th and 196th intersection
- Need "good" sidewalk for walking to the Saltwater Park
- Sidewalks down 20th on both sides; Parking a problem with Park. Traffic calming through neighborhood
- 20th/21st/22nd loop well used
- Create green street similar to 17th Ave NE (North of NE 145th St) between RBR to Saltwater Park
- Underground Electric Utilities
- Cut-through traffic onto 15th going North/South
- 'No Parking' Signs on 15th or sidewalk on 15th Ave NW. No place to walk.
- Major fix on 15th Ave NW/RBR and 195th
- Cycle track on one side of RBR; Aurora to 20th

- As "Roadway" ROW is a constraint a new threshold for the development between 8th and 3rd on RBR must be established . Vehicles queuing must be considered in addition to LOS.
- Extreme weather events [i.e. *Snowstorm*], people abandon their vehicles at 8th NW and RBR in a snowstorm. Maintenance resource s to deal with extreme weather emergency.
- Pedestrian safety at the intersection of 15th and RBR is a big concern, particularly traffic heading west on RBR turning North on 15th don't seem to slow down very much
- Left turns from southbound 15th Ave NW onto eastbound NW RBR very difficult due to adjacent 4 way stop/skewed intersection
- I'd like to see a round-about plan for 15th Ave NW and RBR
- Current sidewalks are inadequate on RBR; Trees, power poles, sloping pavement. Dangerous now to pedestrians. Impact of double car trips.
- What about buying ROW to create east/west bike path *[from]* 15th to 20th off of RBR
- 3 Lane; new traffic; renew numbers
- School bus stops on 20th for the entire area both east and west of 20th. Involve Shoreline School District.
- Consider high volume of summer traffic on 20th to Richmond Beach and Saltwater Park
- How do residents west of 20th NW on NW 195th access RBR at 20th NW? Will traffic let us make a left and then a right?
- Back up at 195th street currently
- Vehicles swing wide at triangle apartment buildings on 20th NW and NW 195th in oncoming eastbound traffic. Fix sidewalk situation.
- What happens at 20th and NW 195th when the old wild house property is redeveloped? Currently vacant generates no traffic; full commercial and residential?
- Sidewalks on 22nd NW and 20th NW area all the way to the Saltwater Park, pedestrian safe-way, high walk way area
- 21st, dead end show in model
- Safe crossing for pedestrians along corridor
 - library
 - bowling alley
- Improve geometry for turning vehicles
- Difficult turn out of 195th to 20th, to then go right or east on RBR/NW 196th

- Underground wiring
- Maintain walk ability of neighborhood
- Want scale of development to be more like Pt. Edwards in Edmonds.
- Sidewalk between 3rd Ave NW and 8th Ave NW are narrow and damaged by tree roots
- doesn't think a roundabout is a good idea at 8th Ave NW and RCB
- the eastbound merge/trap lane east of Aurora is unsafe and needs to be fixed

From Flip Charts

What other transportation issues do you experience today?

- Eastbound, no 185th past Aurora with the curb lane stopping

What concerns do you have about impacts to RBR?

- What are the snow routes?

From comment cards

- Should a second ingress/egress be built into Woodway, the traffic would all end up coming south onto 20th and there is no mitigation being proposed for 20th North of RBR. The second access must go all the way to Edmonds or not be built.
- Traffic study should consider cumulative impacts of existing neighborhood facilities such as Einstein and Shorewood in projections of future traffic as well as cumulative impacts of the light rail station. they will all impact traffic on RBR
- Concerns about reduced gap selection time for turning traffic between 15th and 20th.
- Request for maintenance money to be put aside for future repairs/response due to increased traffic.
- Support for 3 lane cross section west of 8th.
- Underground utilities throughout the corridor.
- Build sidewalks on 20th from Saltwater Park to 196th.
- Speed bumps on 20th south of 196th.
- How will the intersection of 20th/196th accommodate future land use/redevelopment.
- Requested hybrid buses

3. Richmond Beach Road - East Segment (8th Ave NW to Aurora Ave N)

Comments and Suggestions:

From Map

- 8th and RBR, busy/complicated. Pedestrians not safe - cars don't yield
- Concerned about going to 5 lane road between 8th and 3rd. Feels too big, too busy and urban
- Traffic does not slow down around traffic circle at 3rd and 185th
- Speed is high on 185th between 8th and 3rd
- Sidewalks - with utility poles
- High crashes at 3rd warrant revision; Pedestrians fatalities
- Verify left turn storage at Hwy 99; cut-through mitigation; I-5 to RBR + Fremont timing
- Consider bike lanes 15th to 20th
- Convert [*overhanging utilities*] to [*underground*] to improve PED
- Location of transit stops
- Pedestrians on 8th needs sidewalks on both side + lighting, especially not RBR, with increase in traffic expected
- Improve pedestrians walkways into Innis Arden
- Mid-block needs crossing between 3rd and 8th - safety issues!
- Consider mid-block crossing. Long block to reach protected crosswalks
- Greenway, 8th to Dayton
- Metro bus stops moved to crossing equal pedestrian safety
- Add protected bicycles [*lanes*] on Dayton from RBR to 185th
- Shared use path/protected bike lanes [*from*] Dayton to Interurban trail and east to light rail station
- Fremont used as a by-pass to 99 between 175th and 185th to get to RBR

@3rd Ave NW

- Middle school at 3rd and 195th (Einstein!) - Kids needs more sidewalks and slow traffic for kids.
- Pedestrians on 3rd needs sidewalks on both side + lighting, especially not RBR, with increase in traffic expected

@3rd Ave and RBR

- Add left turn lane
- More light on 3rd, not on RBR, on cut-through routes

@RBR and 2nd Ave/1st Ave intersection

- Dangerous left turn
- Noise pollution
- Metro bus transfer equal high ped/transit traffic (regional and local connection).
- Clear bus stop/lighting /crossing needed

From comment cards

- No separation between traffic lane and sidewalk along RBR, particularly from 3rd Ave NW to 8th Ave NW where lots of pedestrians to and from Einstein and retail walk. Concern for even higher traffic levels along this route and pedestrian safety.
- Too few pedestrian crossings along the entire corridor west of 8th. Desire to make the north to south access more pedestrian friendly – right now, neighborhoods feel cut off from each other due to the 4 lane road.
- Support for access control between 3rd and 8th.

From Flip Charts

Does the data capture what you experience today/anticipate in the future?

- Dist. map = no cut-through traffic on 8th NW/6th NW/Carlyle - already does this!
- Truck noise during construction will be a huge problem
- Restricted hours for truck traffic very noisy

What concerns do you have about impacts to RBR?

- Left turn from 15th Ave NW southbound onto RBR eastbound difficult due to skewed intersection
- Pollution to adjacent property, especially in construction phase, plus 11,5580 trips later

What issues need to be addressed? Bikes? Pedestrians? Bus stops? Driveways?...

- WB on 3rd and RBR - needs left turn lane
- Need for bikers on RBR?
- Road noise from traffic on Dayton to 3rd
- EMS trips with sirens
- Exiting at 1st Ave NW - sight distance is blocked by park wall (limited sight lines)
- PED crossings at 3rd Ave compromised with left turn vehicles
- RBR sidewalks are horrible (Fremont to 3rd) due to proximity to thru traffic
- Verify left turn storage length at northbound Hwy 99 and 185th
 - Is it timing? - length
 - 2nd left turn required?
- Recognized the northbound to westbound traffic from I-5/175th are to RBR
- Above comment - to/from for eastbound from RBR
- Concern that increase of traffic noise will result in decrease in property values (i.e. quality of life)
- Sidewalks are encumbered with utility poles (hindrance); suggest convert overhanging to undergrounding
- Consider adding cycle tracks on one side of the road vs. bike lanes on both sides
- Fire station needed at bottom of hill
- Truck noises and exhaust fumes
- Location of transit stops along RBR

Have you already thought of ways to improve RBR to address your concerns?

- Consider bike lanes on RBR from 15th to 20th NW due to increase in car traffic

- West bound on 175th and Aurora merges from 2 lanes to 1 lane is potential accident spot that will get worse with increased traffic merge happens too close to Aurora Ave crossing
- Transportation Escrow account